

Why is this project unique?

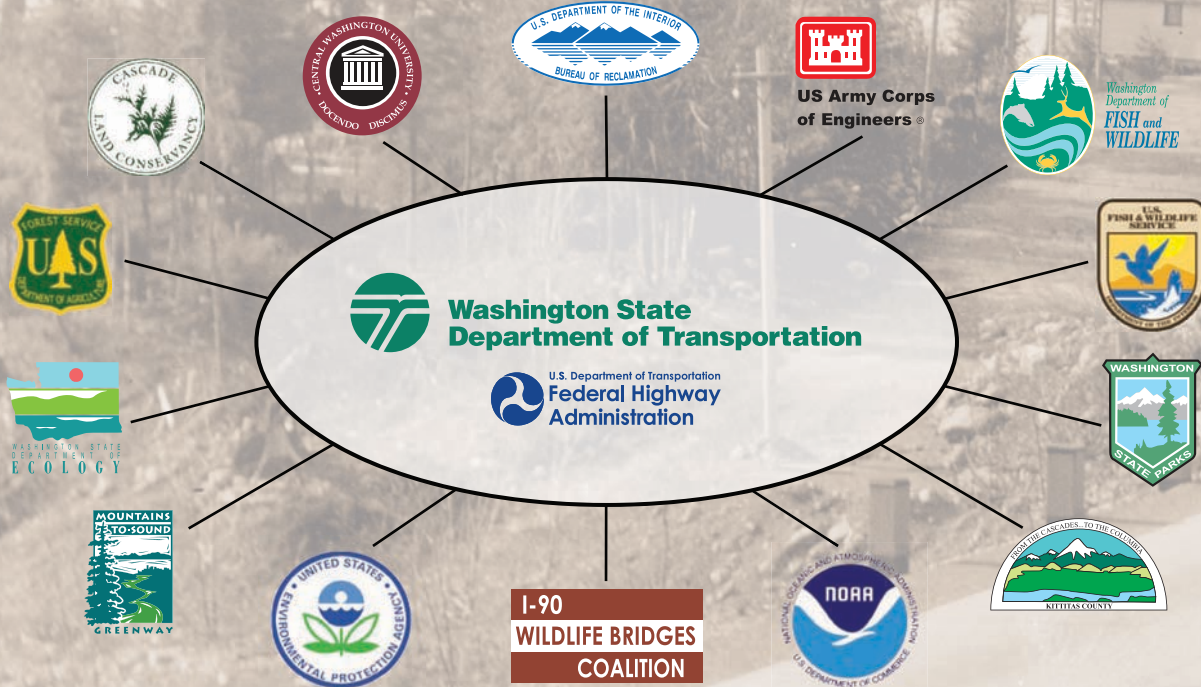
In an area of Washington State where multiple values converge, how can interstate improvements serve the traveling public and benefit the environment?

I-90, which stretches from Seattle to Boston, serves as a vital east-west freight corridor. While residential development and outdoor recreational activities are increasing in the Central Cascades of Snoqualmie Pass, large blocks of state and federal land running from north to south create a narrow corridor. This area has also been the focus of conservation efforts because of its unique climate supporting a broad range of habitats and diverse array of plants and animals.

The I-90 Snoqualmie Pass East project is unique because WSDOT is responding to these diverse needs by incorporating a landscape-level, watershed-based mitigation strategy. This strategy allows WSDOT to consider multiple ecological needs in the project design, which include connecting habitats and hydrology across I-90 at bridge and culvert locations.

WSDOT will continue to collaborate with adjacent state and federal land managers, land conservancies, and private landowners, aware that I-90 is only one component of the larger landscape. We are working together to ensure that public investments in highway improvements will have lasting value to interstate travelers, in addition to the plants and wildlife of the Central Cascades.

Who are WSDOT partners?

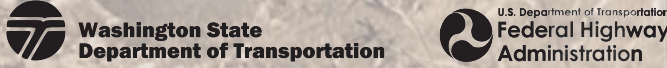


The I-90 Snoqualmie Pass East project team is working with county, state, and federal agencies, as well as conservation organizations and universities, to form unique partnerships. These partnerships will allow us to coordinate land management and use activities, prioritize acquisition of habitats near wildlife crossing structures, and cooperate on wildlife monitoring activities at crossing locations and within the larger area surrounding the project. The result of this collaboration allows each of us to evaluate actions in the project area and apply what we learn in subsequent highway designs and land management decisions.

PROJECT TIMELINE 1999 – 2018

1999	Environmental Impact Statement (EIS) public scoping period
2000	EIS interdisciplinary team formed Preliminary engineering and environmental analysis and reports — 2000-2005
2002	Multi-discipline team formed
2005	Spring — Transportation Partnership Account (TPA) legislation funds Hyak to Keechelus Dam — Phase 1
2006	Summer — Draft Environmental Impact Statement (DEIS) public hearings comment period June — Preferred alternative identified July — Continue preliminary engineering and environmental analysis for the preferred alternative crossing at Price/Noble CEA
2008	Summer — Publish Final Environmental Impact Statement (FEIS) and Issue Record of Decision (ROD)
2009	
2010	Fall — Advertise contract for Hyak to Keechelus Dam project Spring — Scheduled construction start Hyak to Keechelus Dam project
2015	Summer — Scheduled construction completion Hyak to Keechelus Dam project
2018	Wildlife Monitoring continues

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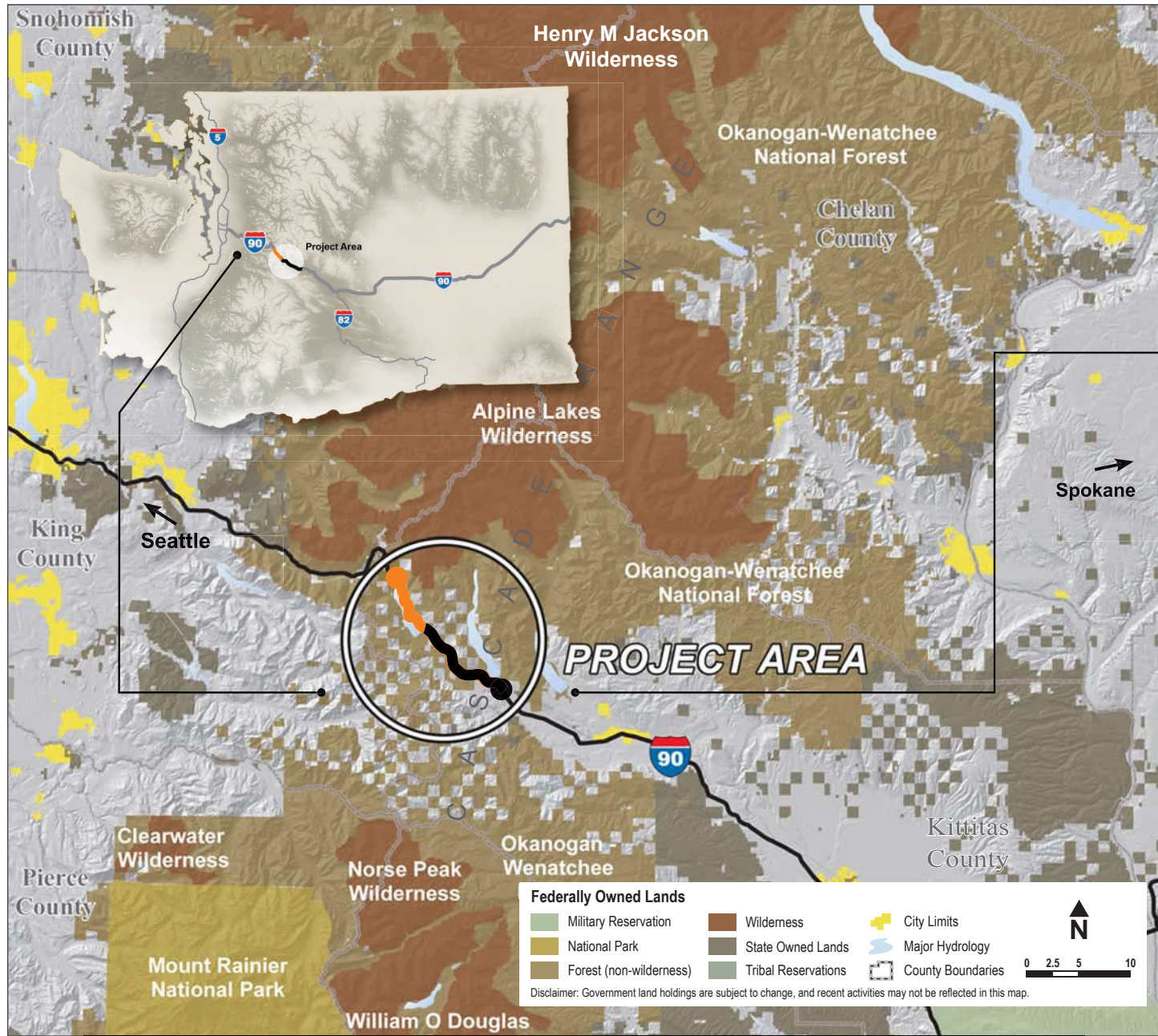


I-90 Snoqualmie Pass East Hyak to Easton  
Moving more than people

What is the purpose of the I-90 Snoqualmie Pass East project?

WSDOT will meet projected traffic demands and improve public safety on Interstate 90 (I-90) between Hyak and Easton by reducing avalanche delays, stabilizing rock slopes, replacing deteriorated pavement, adding capacity, and improving bridges and culverts across I-90 to connect fish and wildlife.





### What are Context-Sensitive Solutions?

In order to address the specific and unique landscape and watershed needs embedded within the I-90 Snoqualmie Pass East project (I-90 project), WSDOT has identified and incorporated context-sensitive solutions in its roadway design.

Over the past few decades, the forests of the Central Cascades have become increasingly fragmented with railroads, timber harvest, power line corridors, dams, highways, and access roads creating smaller pieces of habitat. In the 1990s, concerned citizens observed this trend and began working with habitat and land management agencies to reverse the effects of fragmentation.

WSDOT recognizes the concerted efforts of government agencies and conservation groups to repair past fragmentation and re-connect the landscape. WSDOT understands the importance of continuing this trend, and the I-90 project focuses, in part, on ecological linkages to connect animals with their habitat, making the roadway safer for both the traveling public and the animals attempting to cross the Interstate.



# I-90: Integrating Stewardship into the Highway Design

The design shown below has been identified as the Preferred Alternative for the I-90 Snoqualmie Pass East Project

